



# Gillespie Field Development Council



**A Joint Powers Agreement Between the City of El Cajon and County of San Diego**  
*Airport Administration Building ♦ 1960 Joe Crosson Drive ♦ El Cajon, California 92020-1236 ♦ (619) 956-4800*

Clifford Leary  
*Chairman*

Jerry Hollingsworth  
*Vice Chairman*

John Gibson  
*Councilman*

Robert Parker  
*Councilman*

Rick Fordem  
*Councilman*

## **DRAFT – SUBJECT TO GFDC APPROVAL May 17, 2005**

### **MINUTES OF April 19, 2005**

| <b><u>MEMBERS PRESENT</u></b> | <b><u>STAFF PRESENT</u></b> |
|-------------------------------|-----------------------------|
| Clifford Leary                | Peter Drinkwater            |
| Jerry Hollingsworth           | Roger Griffiths             |
| John Gibson                   | Reggie Angquico             |
| Robert Parker                 |                             |
| Rick Fordem                   |                             |

\*For others present, sign-in sheet is available in the Administration Building office.

#### **1. ROLL CALL**

Chairman Clifford Leary called the meeting to order at 6 p.m. All Council members were present.

#### **2. APPROVAL OF MINUTES**

Mr. Fordem made a motion that the minutes of March 15, 2005 be approved. Mr. Hollingsworth seconded the motion, which passed unanimously.

3. CHAIRMAN'S REPORT

Mr. Leary announced "Wings over Gillespie" will be at Gillespie Field April 29<sup>th</sup> through May 1<sup>st</sup> and will involve static displays of Aircraft and Fly-by's. This year, the Commemorative Air Force will be honoring the "Battle at Midway" and the US Navy Aircraft Carrier USS Midway.

Mr. Fordem requested a moment of silence on behalf of Mr. Bill Rennie's memory, who was a war veteran and a member of the Blue Angels in 1961 and 1962.

4. AIRPORT DIRECTOR'S UPDATE

Gillespie Master Plan Update – Mr. Drinkwater gave the highlights for the Environmental Impact Report/Environmental Assessment (EIR/EA). The Notice of Preparation will go out for public review during May, and at the end of the month the public scoping meeting will take place. Technical studies will occur from June through November. Public review of the EIR/EA will be determined after the release of the Draft Summary of the Technical Studies in December. Adoption of the Master Plan Update is expected to be around March 2006.

Mr. Drinkwater announced that there will be a Helicopter Safety Demonstration by Silver State on April 25<sup>th</sup> at 2:00 PM at the Gillespie Field Terminal Building and the public is invited to attend. Silver State is offering courtesy orientation rides to interested parties.

5. AIRPORT MANAGER UPDATE

27R Construction Update – Mr. Griffiths stated that construction on the approach end of Runway 27R is now complete, which includes the roadway, storm drain and the base of the blast pad. During the month of May, Hanson Construction will be able to commit one paving crew to Runway 27L for remediation work. At the end of May, shoulder work at night will commence on Runway 27R. Federal Aviation Administration (FAA) is now negotiating with a surveying company for the relocation of the Precision Approach Path Indicator (PAPI). As of April 13, the FAA has tentatively allocated \$1,260,000.00 to patch and repair Runway 17/35 and a portion of Delta Taxiway.

6. OPPORTUNITIES FOR MEMBERS OF THE PUBLIC TO ADDRESS THE GILLESPIE FIELD DEVELOPMENT COUNCIL ON MATTERS NOT PREVIOUSLY DISCUSSED

Karen Gomes expressed concern about the statistics regarding the amount of aircraft and operations stated in the Gillespie Field Airport Layout Plan (ALP) dated April 6, 2004. Ms. Gomes feels that Gillespie Field cannot handle such high volume of aircraft and operations. She

wanted to know why noise measurements were taken at the tree farm where no one lives and is only 200 to 300 yards from the end of the runway. Ms. Gomes also wanted to know the difference between a small, medium and large jet. She was assured at the last Gillespie Field Development Council (GFDC) meeting that large jets would not come into Gillespie Field. Ms. Gomes believes that noise measurements should be redone, since there was no helicopter school when the noise study was done by P&D for the ALP dated April 6, 2004. She also suggested that an Air Traffic Controller be present twenty-four hours a day due to the anticipated increase of air traffic. Ms. Gomes cited Santa Monica Airport as having noise monitors at the end of their runway.

Mr. Leary replied that the EIR/EA public meetings would answer some of Ms. Gomes' concerns. In regards to the statistics cited in the ALP, Gillespie Field could sustain such operations, since it has three runways.

Mr. Drinkwater added that Gillespie Field has had more operations in the past compared to the present. He also explained that community noise equivalent levels were not obtained from microphones placed around the airport but are based on the profile of aircrafts using Gillespie Field and what noise they project during landing, take-off and based on the number of operations. Aircraft are categorized by weight, whether under or over 12,500 pounds, speed of the aircraft and wingspan. Gillespie Field is limited to "C" category aircraft, no "D" category aircraft with "B" as the most common type. During the Master Plan Update, the public will be given the opportunity to voice their concerns and will receive a formal response. Mandatory aircraft operating restrictions are done at some airports with curfews, to cite aircraft exceeding noise levels at certain times of the night. These airports are grand fathered from federal law passed in 1992. However, Gillespie Field cannot have these restrictions because of the Noise and Capacity Act and Federal Grant Assurances that prohibit such restrictions.

Ms. Gomes stated that P&D's noise study in 2003 is not currently valid because we presently have a different noise situation.

Mr. Drinkwater replied that during the Master Plan Update, the forecast on helicopter operations will be revised and may possibly affect noise contours.

Ms. Gomes requested that all residents living near Gillespie Field be contacted for the Master Plan Update instead of just having a small announcement placed in the newspaper.

Mr. Drinkwater replied that the consultant handling the Master Plan Update will place an announcement in the newspaper. County of San Diego Airports will also obtain an address list from Supervisor Jacob's

Office of those local residents who have attended meetings and others who may be interested in the Master Plan Update.

Ms. Tara Hands questioned how much and when Gillespie Field received federal grants.

Mr. Griffiths replied that about \$5 million in grant money has been received or tentatively allocated for current projects.

Ms. Tara Hands asked if the Master Scope is the same as the Master Plan Update and if it was it sent to the FAA.

Mr. Drinkwater replied that a Master Scope is a draft of the scope of work for the Master Plan and it was sent to the FAA to make sure that each project that is being funded is in accordance with the strict guidelines they are allowed to fund.

Ms. Tara Hands wanted clarification if the FAA is the sole authority and listens to no one.

Mr. Drinkwater explained that the County of San Diego Airports communicates with the FAA on many issues and that the public can communicate with the FAA through the County of San Diego Airports. When public meetings are held, comments from the public are forwarded to the FAA. Responses from the FAA are coordinated with the County of San Diego Airports.

Mr. Leary encouraged Ms. Hands and those concerned with the increased noise at Gillespie Field, to attend the environmental meetings open to the public. He assured them that their fears of increased noise would be allayed due to the new generation of aircraft being quieter and that an increase in operations does not necessarily mean an increase in noise. Mr. Leary stated that Gillespie Field would not see big jets for two reasons; economically, no company would want to operate in an airport where fog hangs over the airport 4 to 5 hours a day during the month of May and June; topographically, you can't have an instrument approach to reasonable minimums that will allow large aircraft to land.

Ms. Carolyn Anderson stated that since Gillespie Field is receiving federal grants, the residents around the airport have no say about the airport. She desires that Gillespie Field remain the way it was without jets and helicopters. Ms. Andersen realizes that the grants provide a lot of money and jobs but does not want Gillespie Field to become a jet port.

Mr. Fordem replied that corporate jet pilots do not want to fly into Gillespie Field because it is in a "Bowl", and is unreliable to get in. Most aircraft companies are barred from coming here because of the high terrain and high minimums to get in. In his professional opinion as a pilot for over forty

years, Gillespie Field will never be a jet port because a) there is not enough room, b) aircraft companies do not like to land here and c) the airport can't handle it. Mr. Fordem stated that the Gillespie Field Development Council (GFDC) does not want to turn the Airport into a jet port.

Ms. Anderson replied that there are now jets that can land on shorter runways and Gillespie Field has the advantage of having three runways. Because the FAA is dictating to the County of San Diego how to run the airport, she believes that Gillespie Field will become a jet port and that we are already feeling the effects by the presence of helicopters. Ms. Anderson asked how we avoid receiving funds from the FAA to maintain Gillespie Field as an airport with small propeller driven planes instead of jets and helicopters.

Mr. Gibson commented that fifty years ago, the Federal Government deeded Gillespie Field and the surrounding industrial land to the County of San Diego with restrictions and control. This is the reason why Gillespie Field is under the FAA and as the population grows, so will the airport. Mr. Gibson encouraged Ms. Anderson to continue attending the public meetings to have a chance to be heard.

Ms. Andersen assumed that when she bought her home 21 years ago, the noise level would not be as great as it is today. She feels that the noise level is creeping up slowly to the point that it is now a major problem and the County of San Diego Airports is not responding to the local residents concern. The additional jets coming in will aggravate the current noise problem even more.

Mr. Leary reminded Ms. Anderson that things do change with time and fortunately the US Marines gave Gillespie Field to the County of San Diego or we would have a Marine Helicopter Base. Mr. Leary assured Ms. Anderson that the noise contour will not appreciate suddenly and that County of San Diego Airports has taken steps to redirect helicopter flight patterns. FAA will not permit the GFDC or the County of San Diego Airports to remove helicopters at Gillespie Field.

Ms. Gomes asked if the Air Traffic Control Tower (ATCT) would increase their hours of operation since P&D anticipates increase in aircraft operations.

Mr. Fordem explained that when there were more operations in the past years than we presently have, the majority of flights were done during the day when the ATCT was open, very limited flying was done at night and it was usually over before 10 P.M.

Ms. Gomes replied that it only takes one accident and there are bad pilots out there as with any other occupation.

Mr. Fordem stated that the procedure in obtaining a pilots license is very difficult and highly scrutinized. Pilots are constantly in training and cannot be compared with the licensing of other occupations. Gillespie Field has an exemplary safety record.

7. OLD BUSINESS

No Old Business

8. NEW BUSINESS

No New Business

9. NEXT MEETING

Mr. Leary adjourned the meeting at 7:10 p.m. The next meeting of the Gillespie Field Development Council will be at 6 p.m., Tuesday, May 17, 2005 in City Council Chambers, 200 E. Main Street, El Cajon.

By \_\_\_\_\_  
Reggie Angquico, Office Support Specialist